

Operations

CAP EMERGENCY SERVICES TRAINING AND OPERATIONAL MISSIONS

CAPR 60-3, 10 May 2001, is supplemented as follows:

Chapter 1—GENERAL INFORMATION

Section A—General Policies

1-4. Responsibilities

b. Wing Director of Emergency Services.

10) Added. The Wing Commander delegates the authority to sign/approve CAP Forms 101 for advanced specialties ratings (those above General Emergency Services) to the Wing Director of Emergency Services or Emergency Services Qualification Officer (if one is assigned).

c. Unit Commanders.

6) Added. Appoint a unit Emergency Services Officer on a CAP Form 2a, with address, phone numbers, radio call sign, and E-mail address in the remarks section. This must be furnished to the Wing Director of Emergency Services upon member's assignment to the position, and on 1 January, each year to maintain current records.

7) Added. Submit a quarterly Unit Emergency Services Roster or update the master Unit Emergency Services Roster sent out by the wing DOS using Idaho Wing Form 10. Reports are due to wing headquarters by the 5th day of the months of January, April, July and October.

8) Added. Place in the unit member's file all supporting documentation for all CAP Form 101s with General Emergency Services ratings issued.

1-8. Mission Funding and Reimbursement

a. Added. All requests for reimbursement will be submitted to IDWG HQ in accordance with CAPR 173-3, including all of its changes, additions and any existing supplements.

- b. Added. All aircrews operating corporate aircraft on reimbursable SAR/DR missions will submit a CAP form 108, Request for Reimbursement, along with the original fuel receipt. If monies were expended by members from personal resources to support corporate aircraft on reimbursable missions, they should also submit Idaho Wing Form 14 for reimbursement of those expenses.
- c. Added. All aircrews operating private aircraft on reimbursable SAR/DR missions will submit a CAP form 108, Request for Reimbursement, and Idaho Wing Form 14 along with the original fuel receipt.

Section B—Mission Commitment Policies

1-9. Operational Requirements.

- h. Added. Use of Corporate Aircraft. All corporate aircraft are available to the Incident Commander for the duration of actual missions. When the custodial unit is unable to provide an aircrew, the aircraft may be picked up and ferried to the area in which it is needed. A qualified aircrew may then be assigned by the mission Air Operations Branch Director.
- i. Added. Early Return of Aircrew. Should an aircrew need to return home early, the mission Air Operations Branch Director may arrange to return the crew and retain the aircraft for the duration of the mission.
- j. Added. Special Equipment. Detailed instructions for all special equipment (GPS, LORAN, radios, etc.) will be readily available in all Idaho Wing corporate aircraft.
- k. Added. Continuous Monitoring of Channel 1 (SIMPLEX). Corporate aircraft having more than one crew member on board should continuously monitor channel 1 (148.150 MHZ) on the Civil Air Patrol radio. When pilots fly solo, they should monitor this frequency when it will not interfere with flying duties or communication with ATC.

1-12. Managing the Mission.

- k. Added. To ensure situational awareness of wing emergency services activities, Incident Commanders will inform the Wing Director of Emergency Services of all missions conducted by wing personnel if the Wing Director of Emergency Services is not actively participating in the mission. The most efficient method for this is E-mail. For short-duration missions, this notification may take the form of a mission synopsis sent via E-mail at the completion of the mission. For longer duration missions (i.e. over 1 day in length), the Incident Commander will make an initial notification to the Wing Director of Emergency Services at the end of the first operational period and follow up with a mission synopsis at the completion of the mission.

1-18. Mission Records. Incident Commanders will forward all mission records to Wing ES Officer within 7 days after the close of the mission IAW CAPR 173-3.

Chapter 2—OPERATIONAL SPECIALTY RATINGS/PERFORMANCE STANDARDS

2-3. Specialty Rating Requirements and Performance Standards.

j. Search and Rescue (SAR)/ Disaster Relief (DR) Mission Pilot.

2.) Qualified.

a). Added. All Idaho Wing pilots requesting Mission Pilot Mountain Qualified status must have completed any one of the following:

1. The requisite Mountain Flying Clinic, or
2. The Challis Mountain Flying Clinic, or
3. The McCall Mountain Flying Clinic, or
4. Equivalent training provided by a recognized mountain flying instructor and approved in advance by the Wing DOV. Training completion must be documented in the pilots log and verified by the Wing Director of Operations and/or Wing Standard/Eval Officer. Copies of the pilot log or graduation certificate will be kept in the pilot record.

b). Added. Mission Pilot Mountain Qualification is not required to fly low level search missions within the boundaries of the Snake River plain or the Palouse Plains which is defined as follows.

Snake River Plain: Bound on the North by a border no more than 10 nm north of a line starting at Weiser, to Council, to Ola, to Horseshoe Bend, to Boise, to Smith Prairie, to Corral, to Fairfield, to Gannett, to Arco, then following Highway 33/22 to Howe, then direct line to Spencer, to Kilgore, to Ashton, to Drummond and to include the Driggs valley area. Bound on the south edge by a line starting on Highway 93 south of Rogerson, to Rogerson, to 5 miles south of Hansen (to allow for Twin Falls approach), to Oakley, to Declo, to Malta and the Malta area valley along Highway 81, then to Sublett, then DUE NORTH to the Snake River, then to Rockland, then to Pauline, to Pocatello, to Chesterfield, to Bone, to Heise, then to Drummond. This area is to include the Driggs valley.

Palouse Plain: The area Bound by a line starting at the Idaho Border due West of White Bird, to White Bird, to Grangeville, to Clearwater, to Weippe, to Pierce, to Garngemont, to Bovill, to Clarkia, to St. Joe, to Pinehurst, to Coeur d'Alene, to Athol, to Clark Fork, to Elmira and to include the Highway 95 valley (10 nm each side of the Highway), then to Sagle, then to Priest River then to Lewiston, then following the Idaho border back to the point due west of White Bird.

2-5. Requalification Procedures for Expired Specialties.

- a. Added. For specialties that do not currently have Mission Essential Task Lists (METL) and Annual Recurring Tasks (ART), re-qualification requirements will remain participation in one mission as a trainee under the supervision of a qualified instructor for each specialty being renewed. This requirement will remain in effect until METLs and ARTs are developed for all specialties. As METLs and ARTs are developed, these will be added to the re-qualification requirements.

Chapter 3—USAF-ASSIGNED SAR/DR/CD TRAINING/EVALUATION MISSIONS

3-3. USAF-Assigned Reimbursable Training and Evaluation Missions.

- f. Added. It is the duty of the Wing Director of Emergency Services to identify to the wing liaison personnel the specific training needs of wing personnel and to assist in coordinating training missions for the wing.
- g. Added. It is the duty of each unit commander to provide the specific training need of his unit to the Wing Director of Emergency Services sufficiently in advance of each training mission to ensure those needs can be effectively met.

Chapter 4—ORGANIZATION, ALERTING SYSTEMS, AND BRIEFING/DEBRIEFINGS

Section B—Alerting System

4-4. Alerting Procedures

- d. Added. When Idaho Wing Alerting/Duty Officer has accepted a mission, an Incident Commander will be appointed. The alert procedure for the Incident Commander will be by phone. Once assigned, the Incident Commander will provide the Idaho Wing Alerting/Duty Officer a time and place where Mission Base will be established. The Incident Commander will then proceed to alert personnel for the mission by use of the best available means of communication. Each unit is responsible for establishing its alerting procedure. When each unit alerting officer is contacted, they will contact the members within their unit and then notify the Incident Commander if they are available to respond. If a response is not received in a reasonable amount of time, the Incident Commander should attempt to contact emergency services resources in the vicinity of the target location via telephone.

NOTE: ALL REMOTE CAP RESOURCES NEED A RELEASE FROM THE IC TO TRANSIT TO MISSION BASE. THE IC, OR APPOINTED MISSION STAFF PERSONNEL, REMAINS THE AUTHORITY FOR CALLING OUT AND/OR UTILIZATION OF THE RESOURCES AVAILABLE. EXCESS RESOURCES

CIVIL AIR PATROL IDWG
Headquarters
Idaho Wing
Boise, Idaho

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**ARRIVING AT MISSION BASE MAY BE ASSIGNED OTHER MISSION ESSENTIAL
DUTIES AS DEEMED NECESSARY BY THE IC.**

OPR: DOS

Distribution: 1 each Wing Staff Member (1), Each Unit (1), RMR-CAP (1)